



NTSB National Transportation Safety Board

Office of Marine Safety

Meteorology

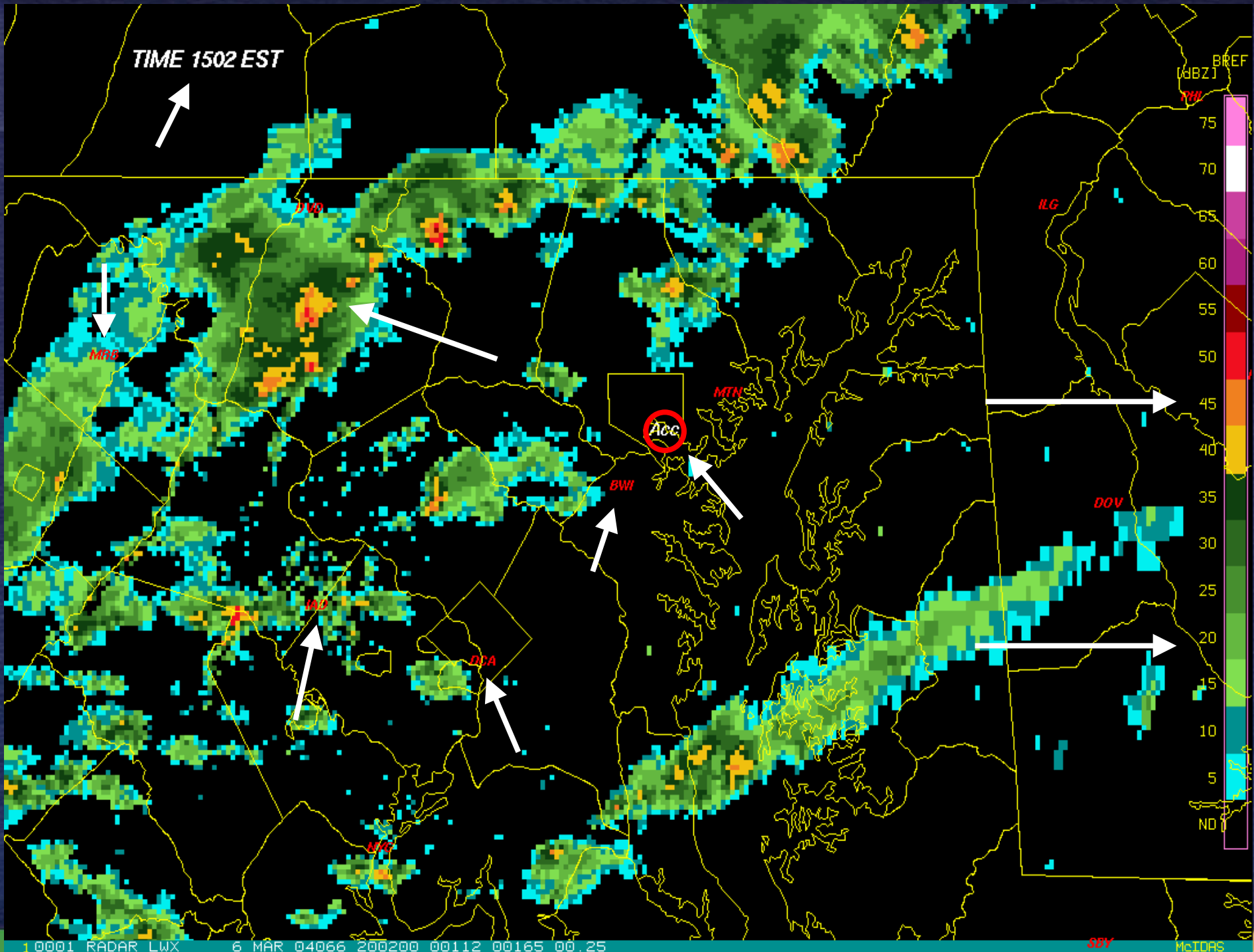
Gregory D. Salottolo

Introduction

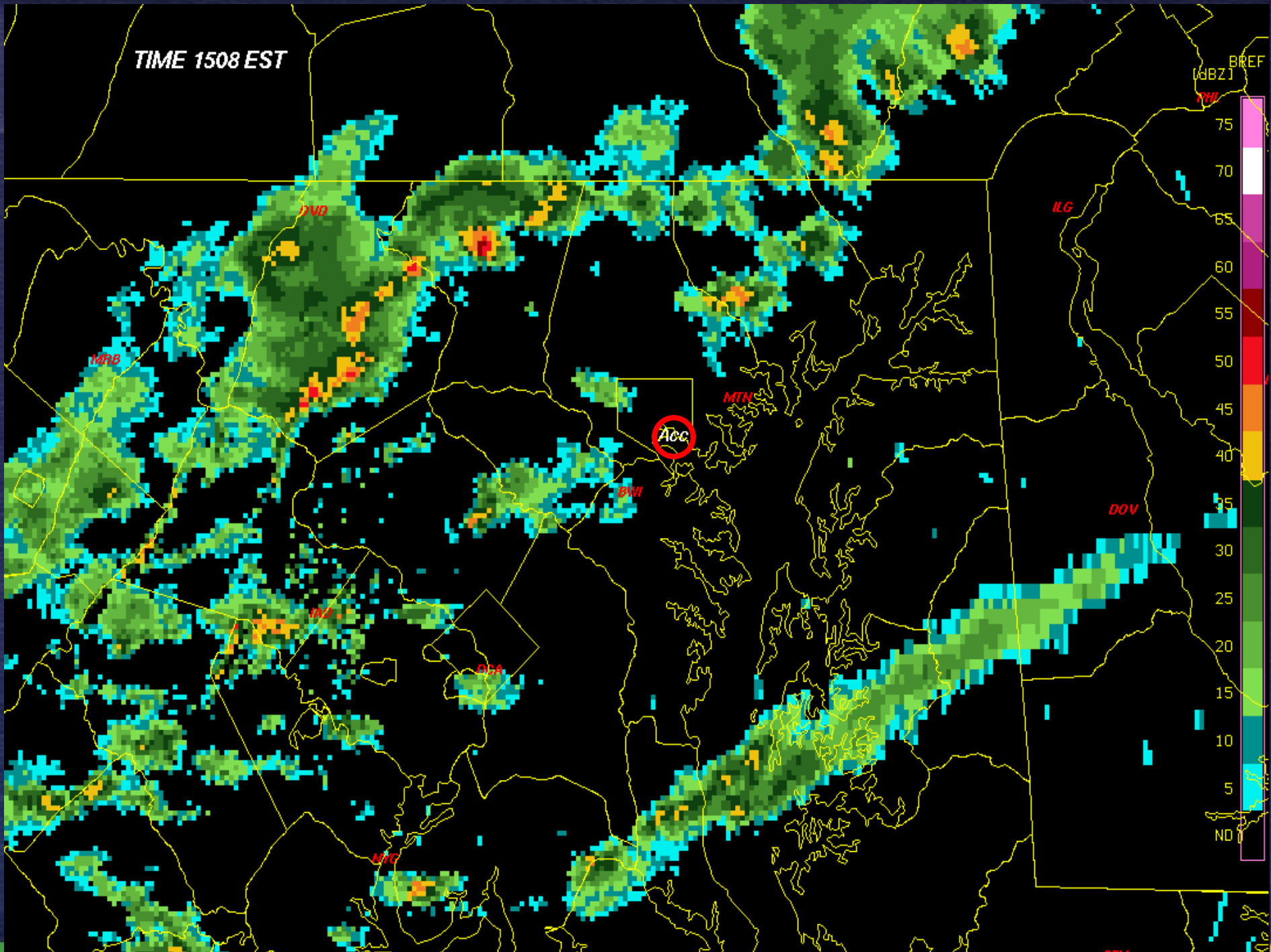
- Doppler weather radar images from Sterling, VA (LWX), 1502 EST to 1620 EST
- Weather conditions at time and location of accident
- National Weather Service (NWS) products
- Identified Issues
- NWS Service assessment Report
- Summary

LWX Weather Radar Images

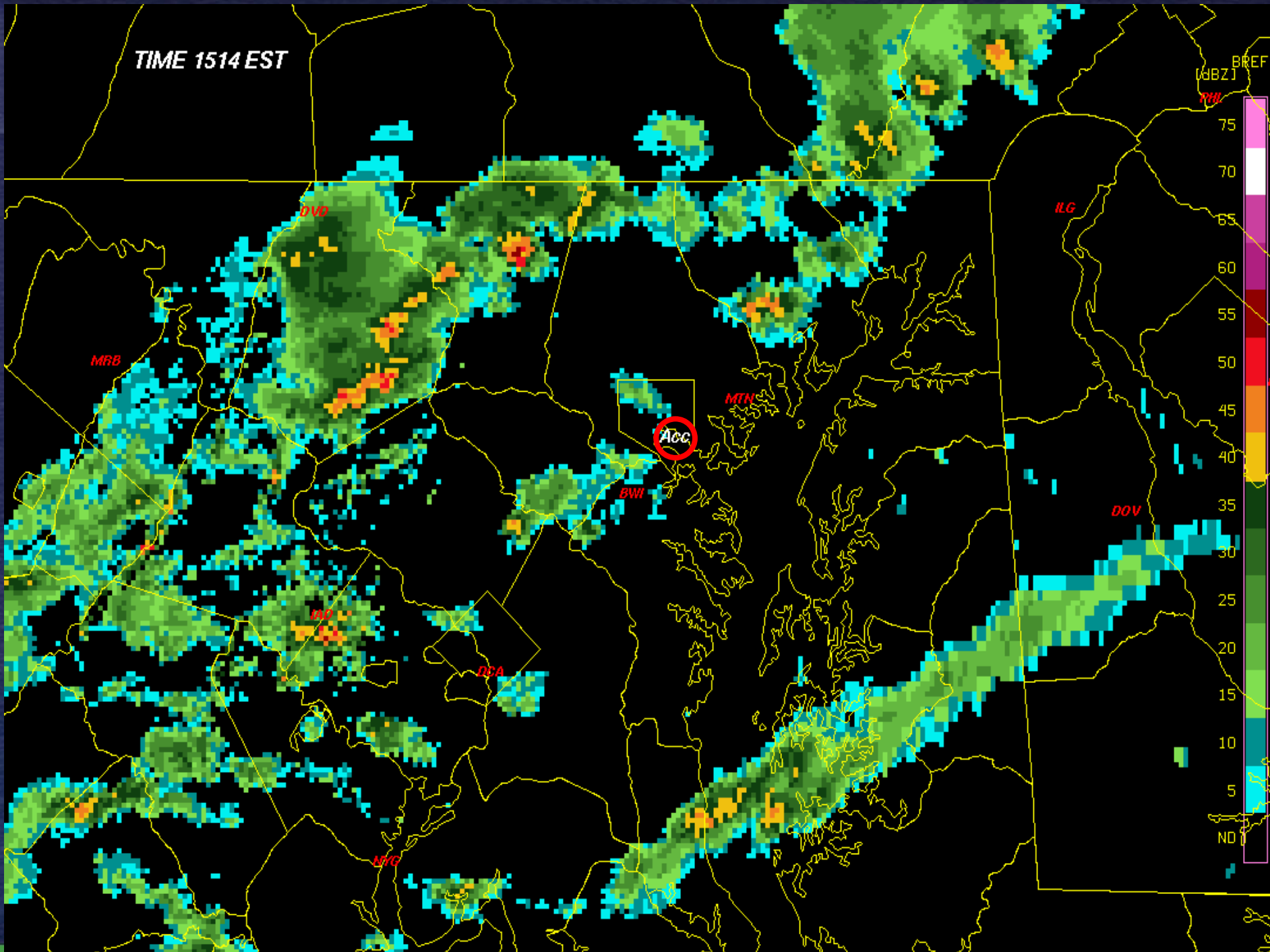
- Times 1502 EST – 1620 EST
- Images produced using McIDAS



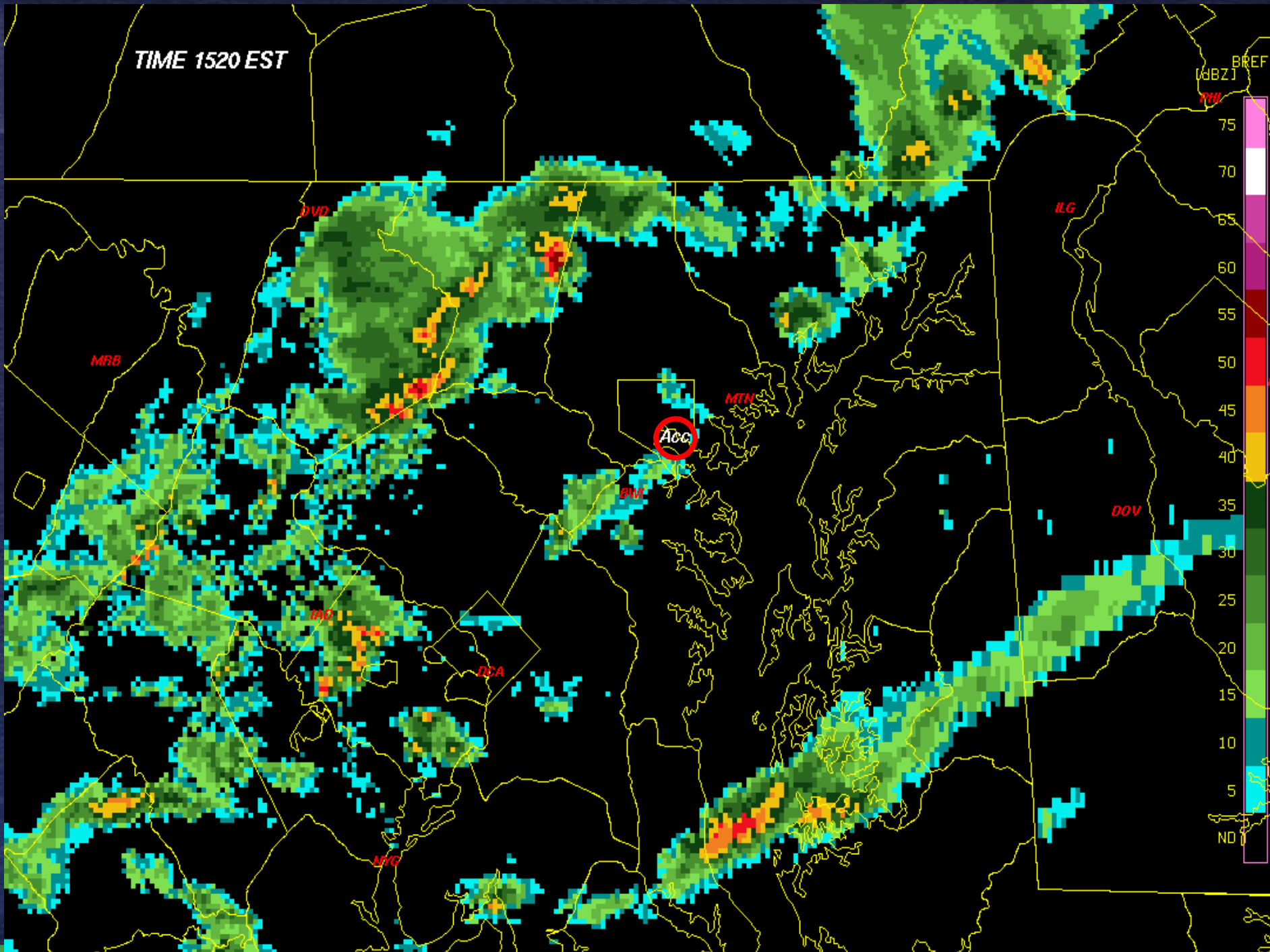
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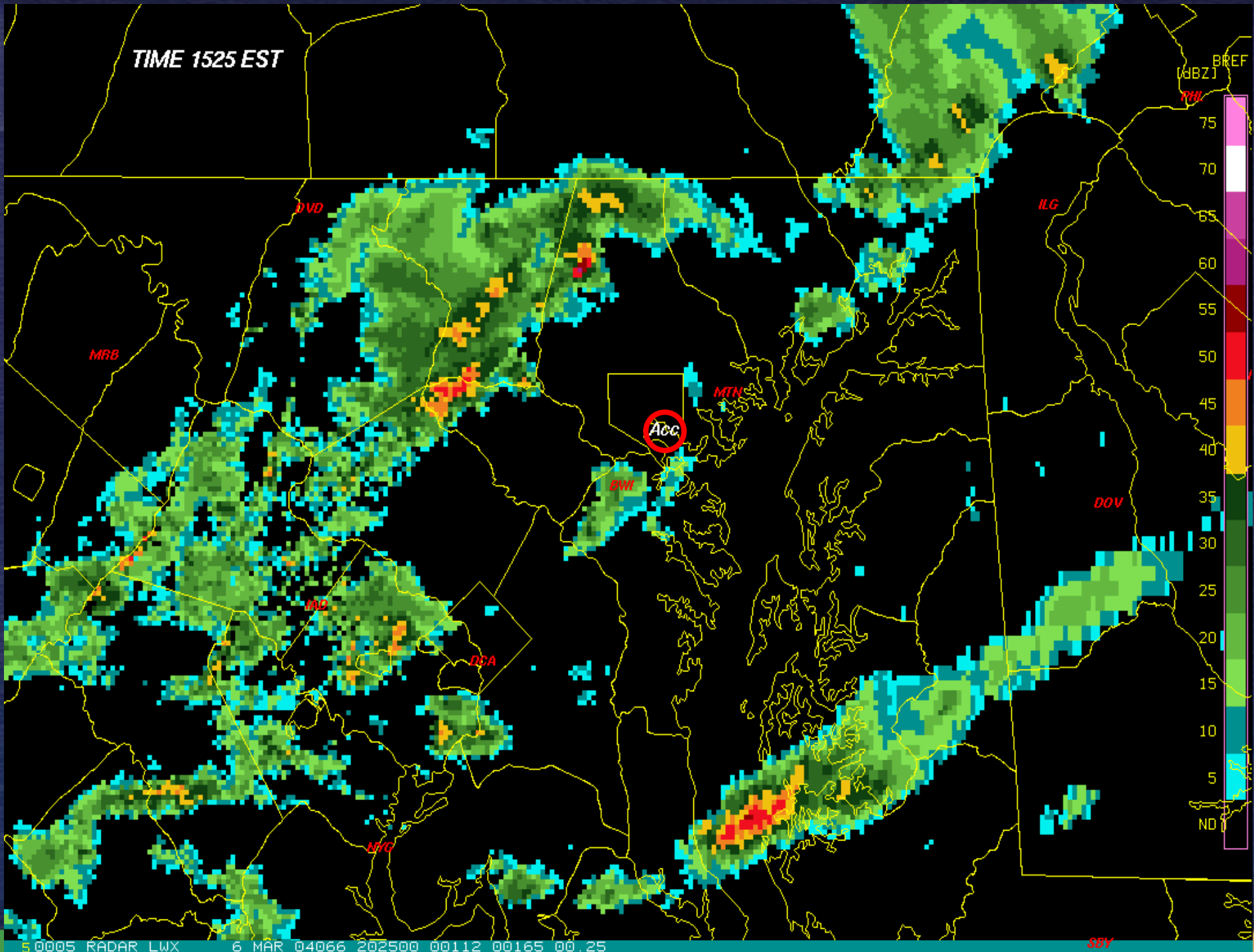
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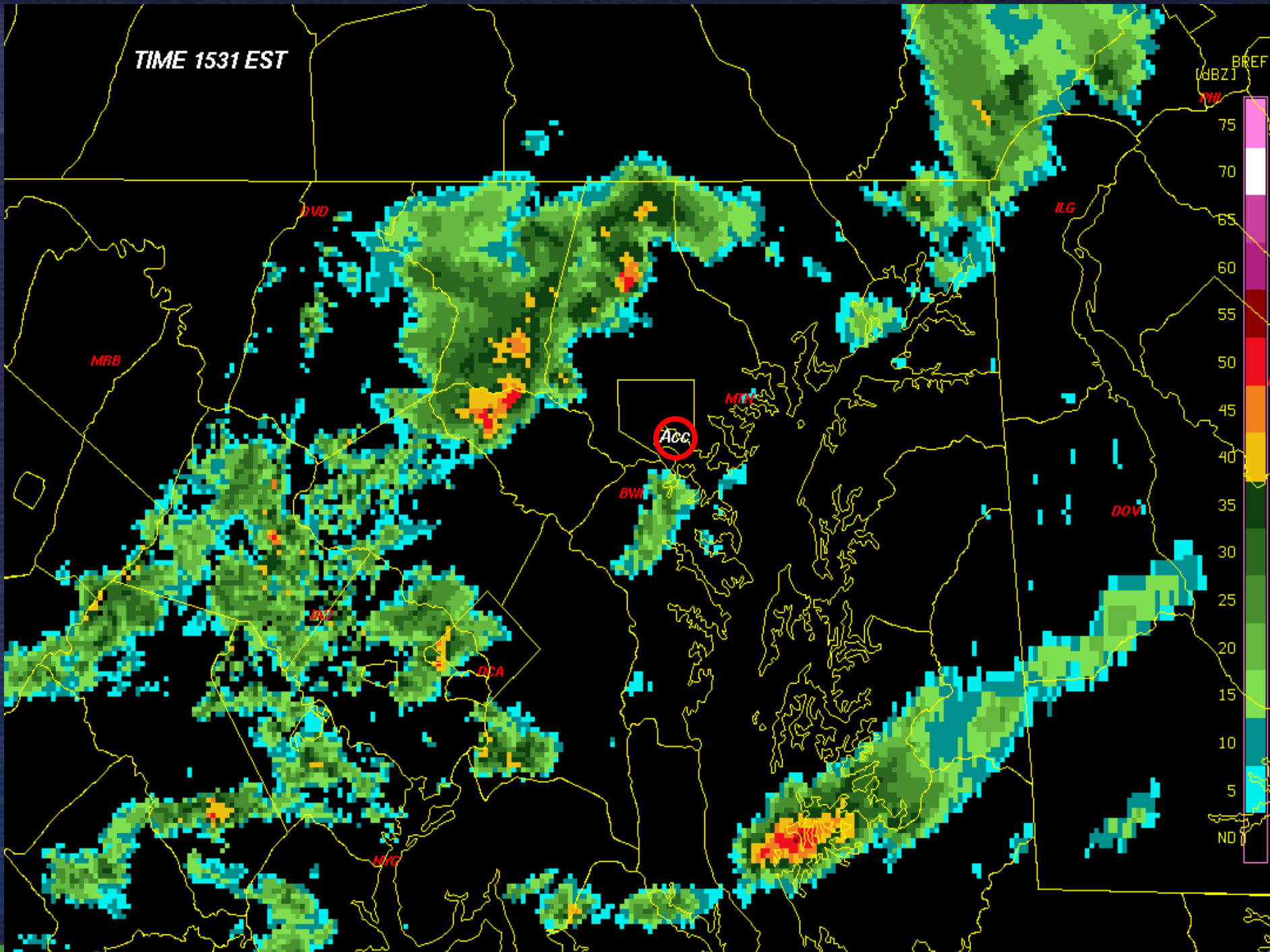
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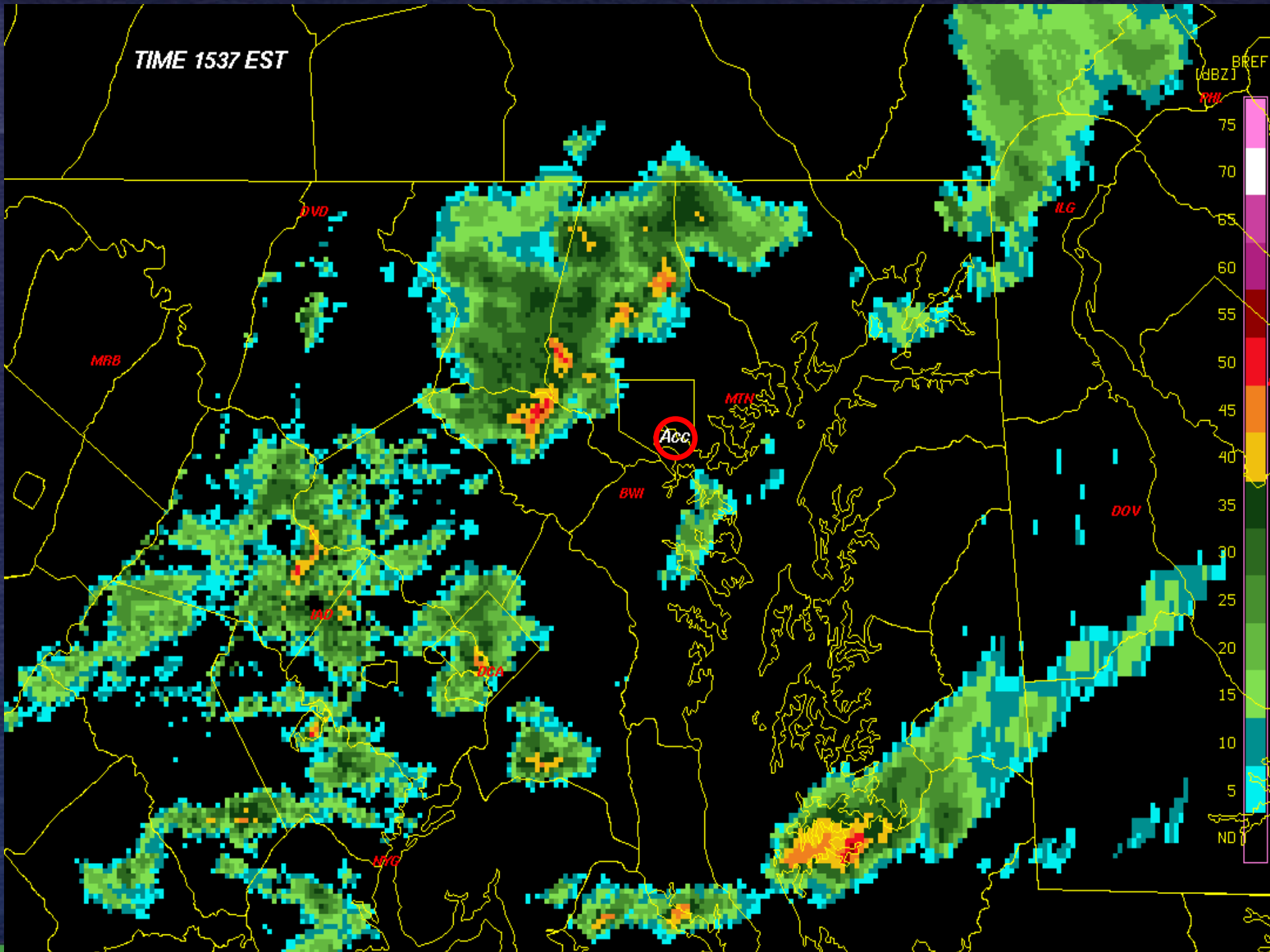
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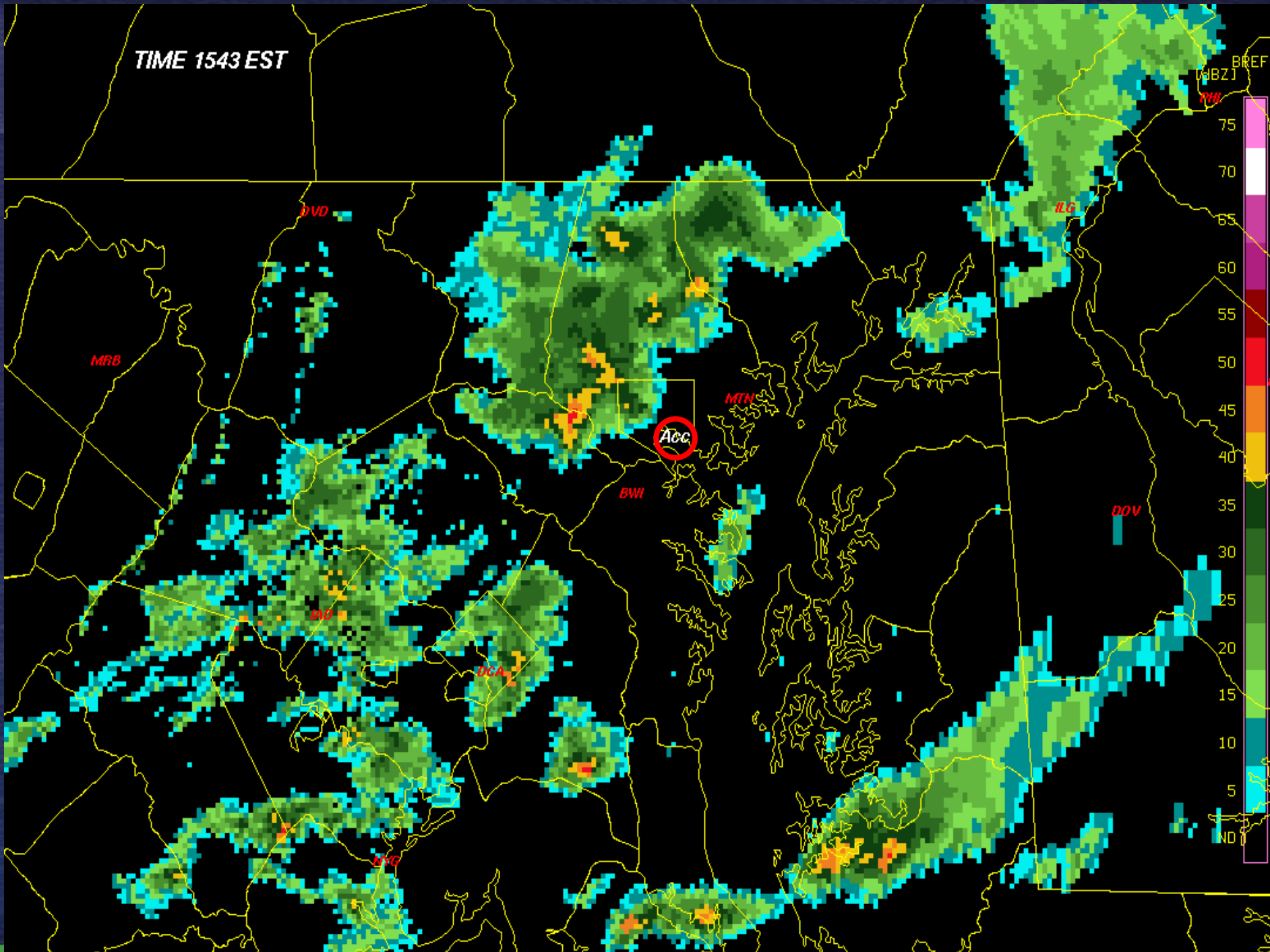
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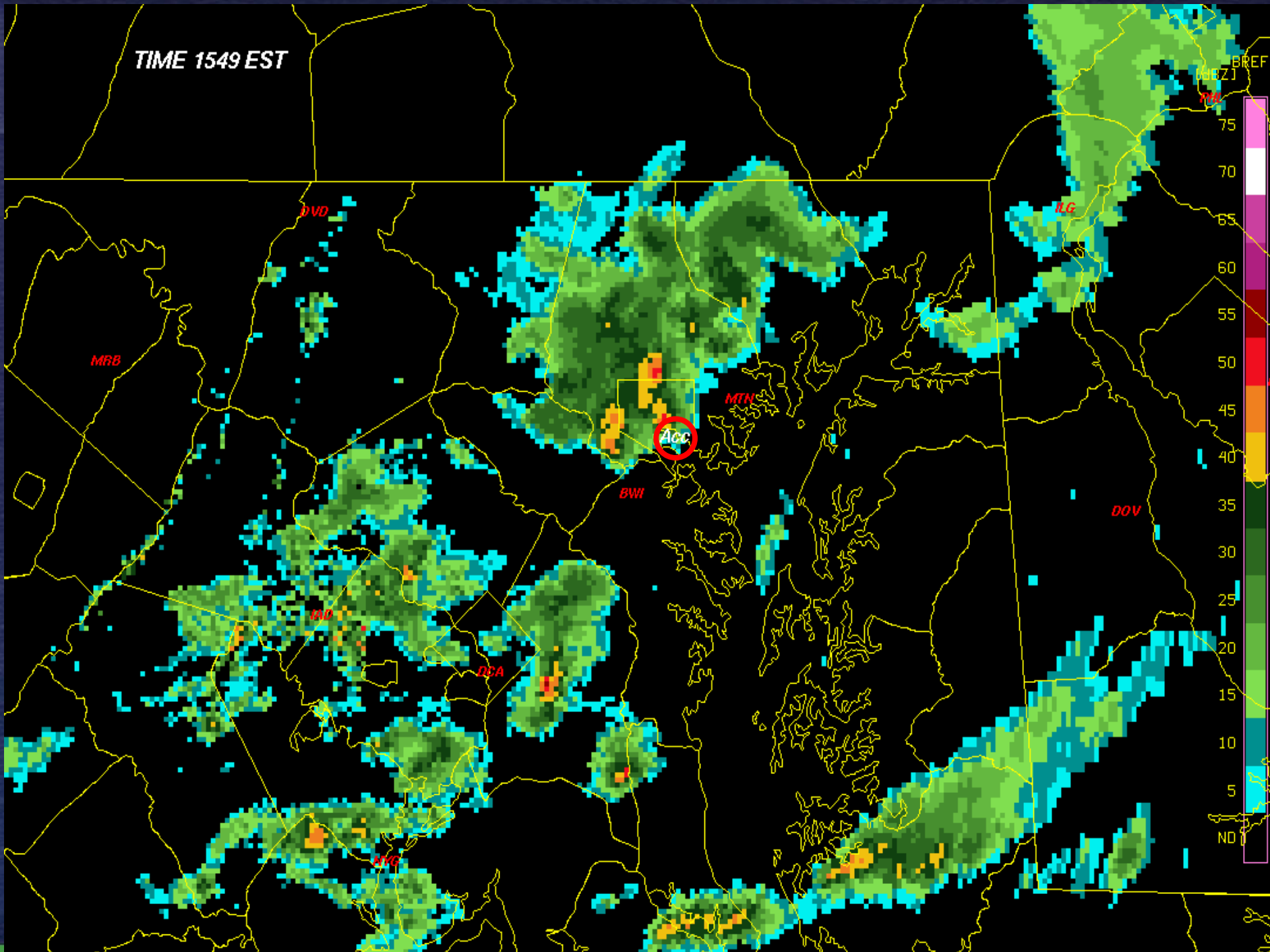
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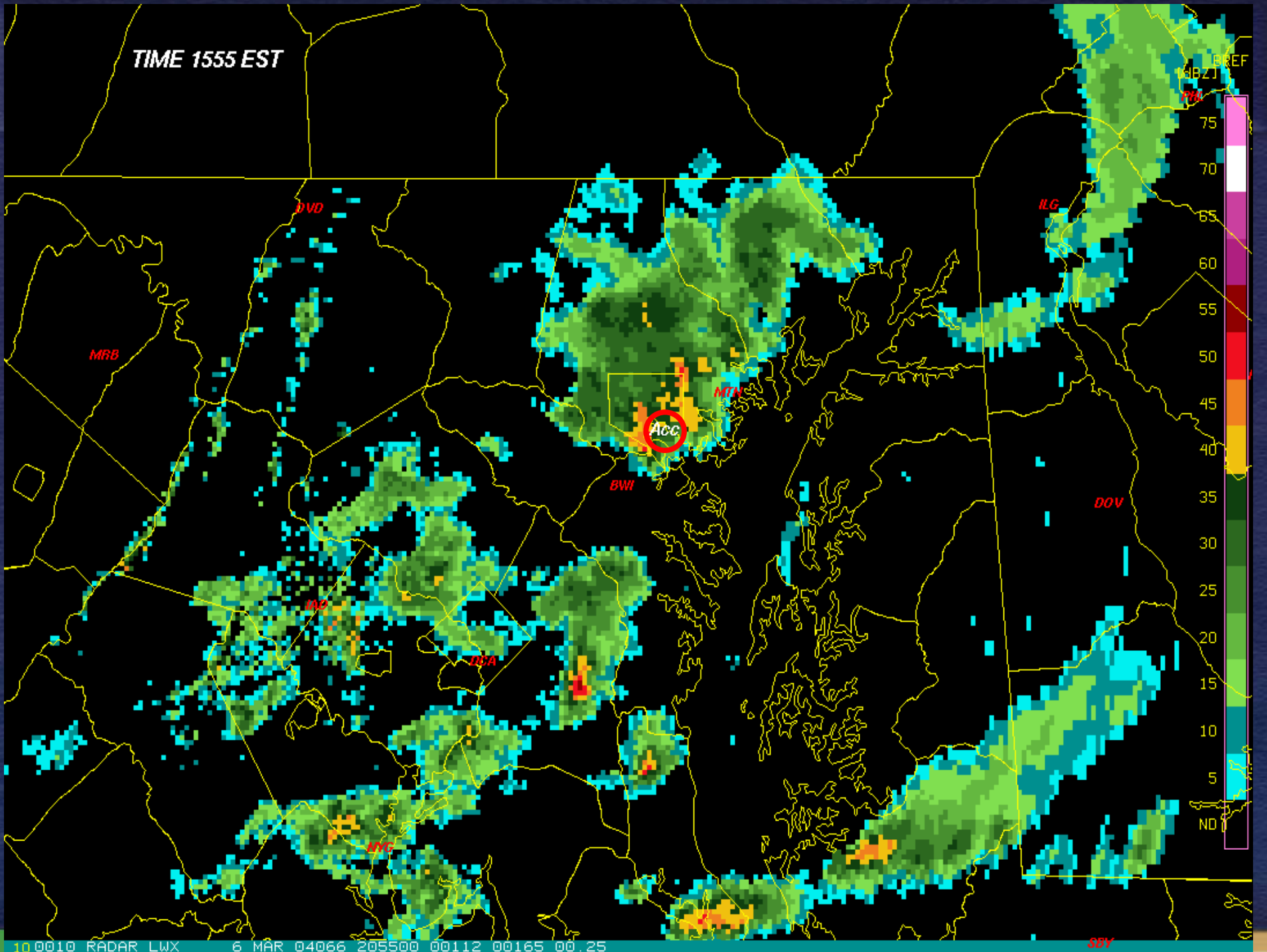
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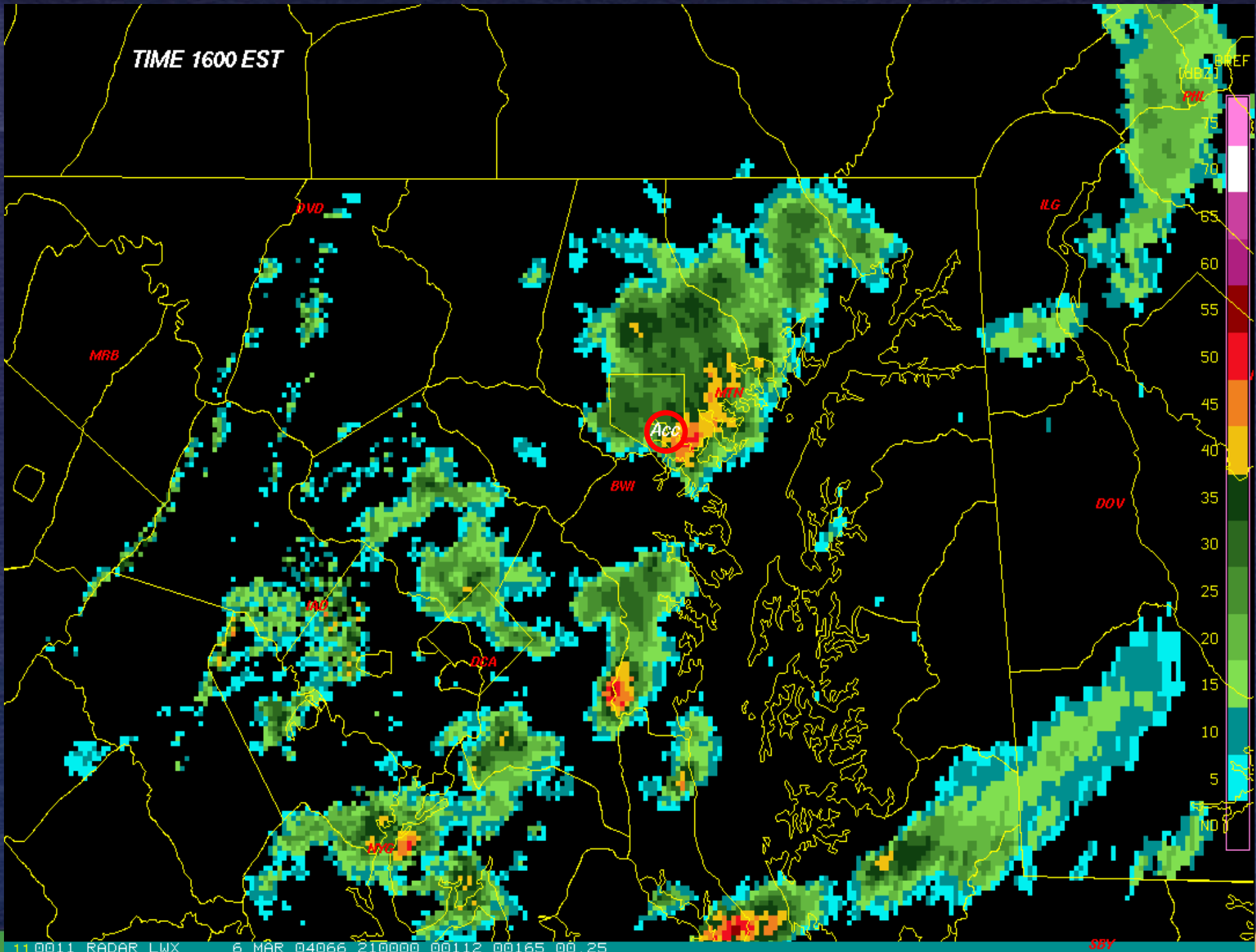
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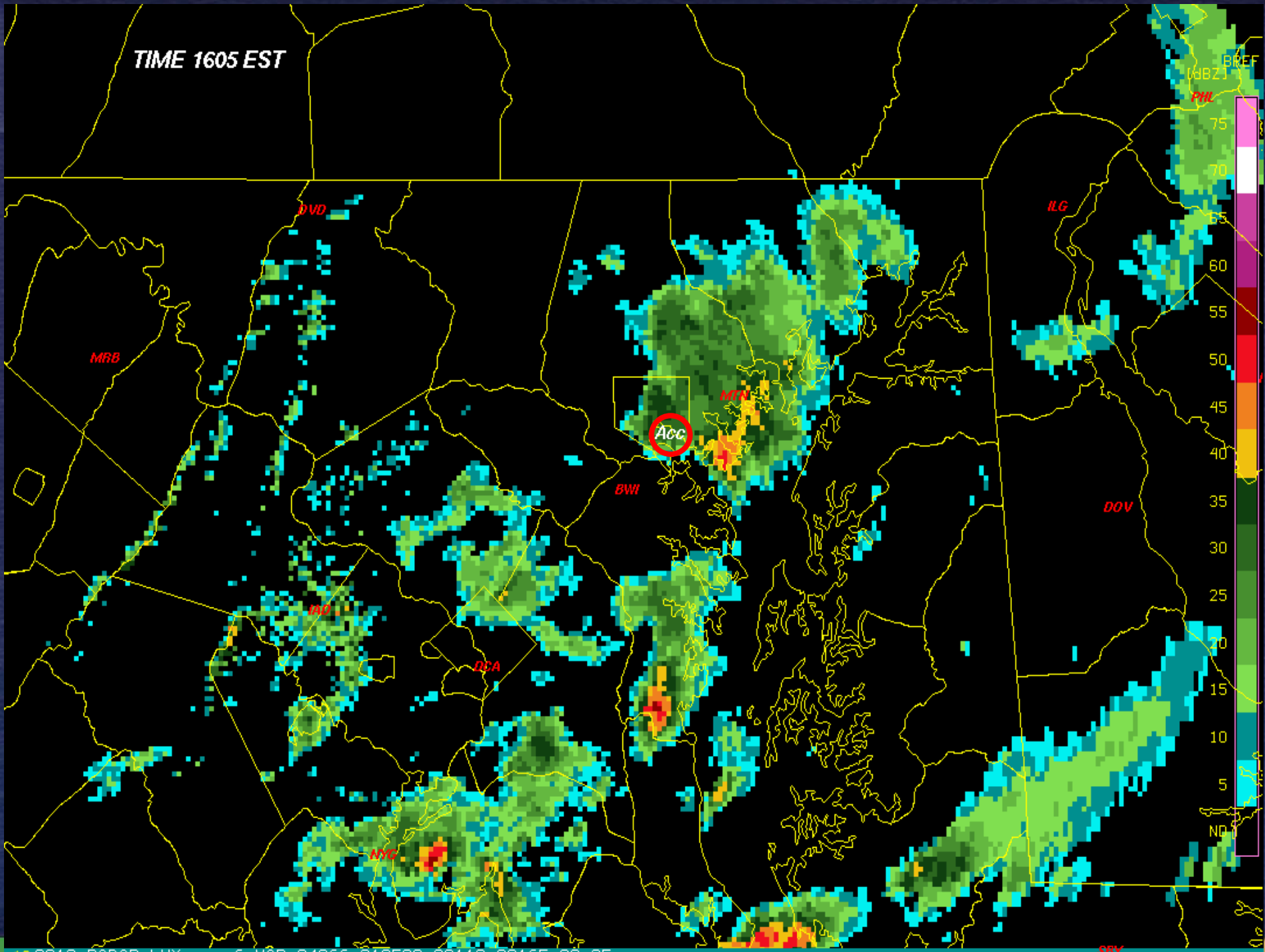
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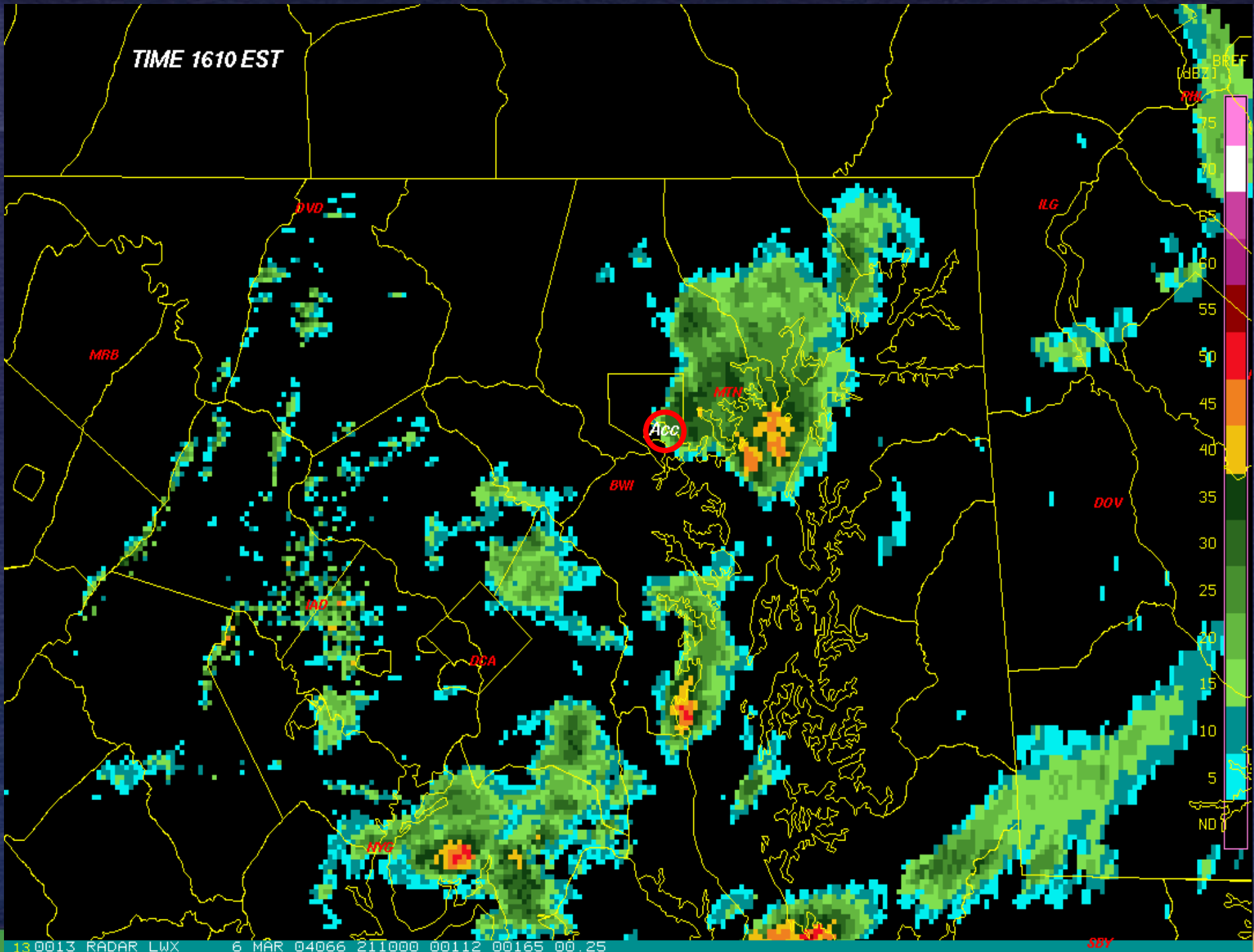
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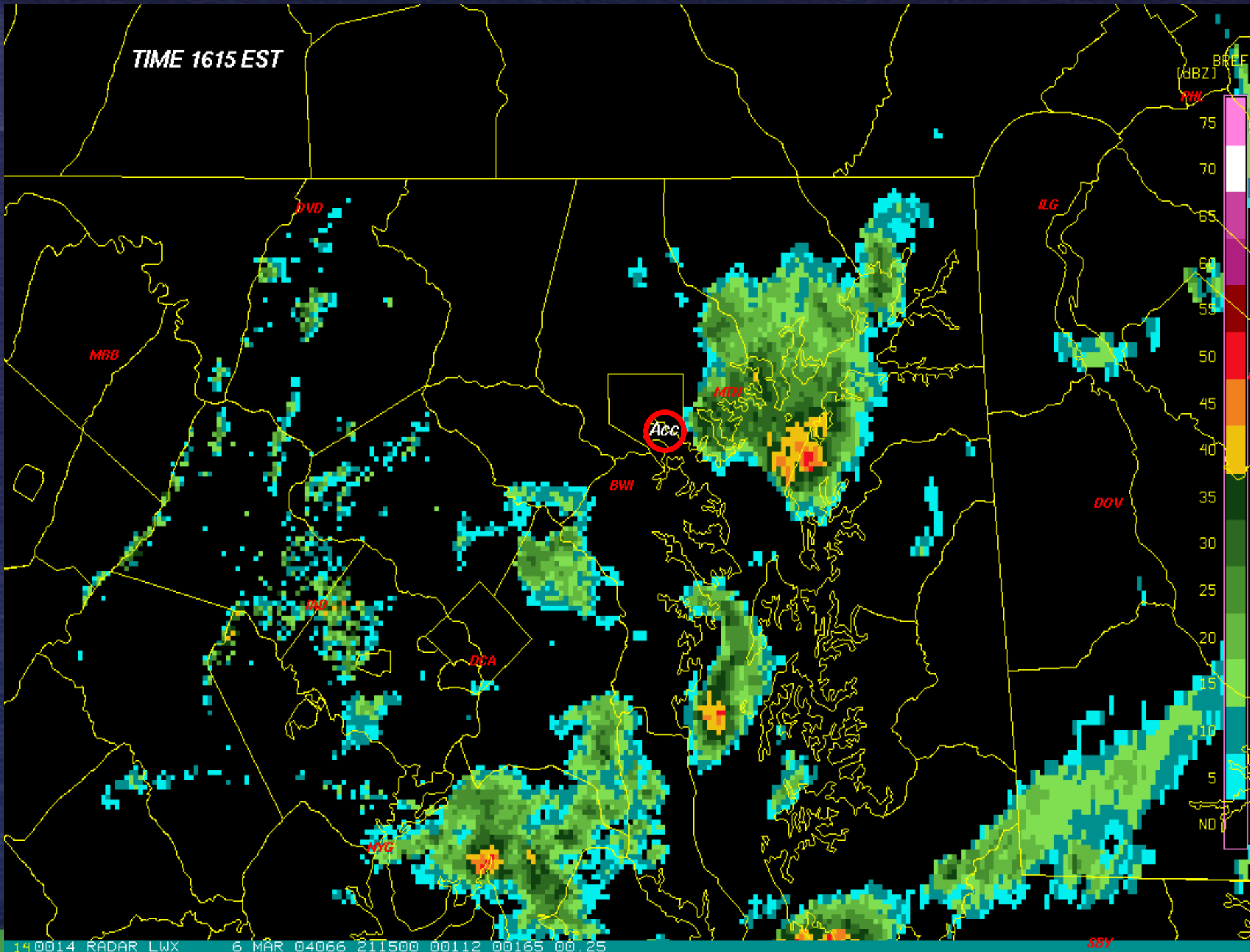
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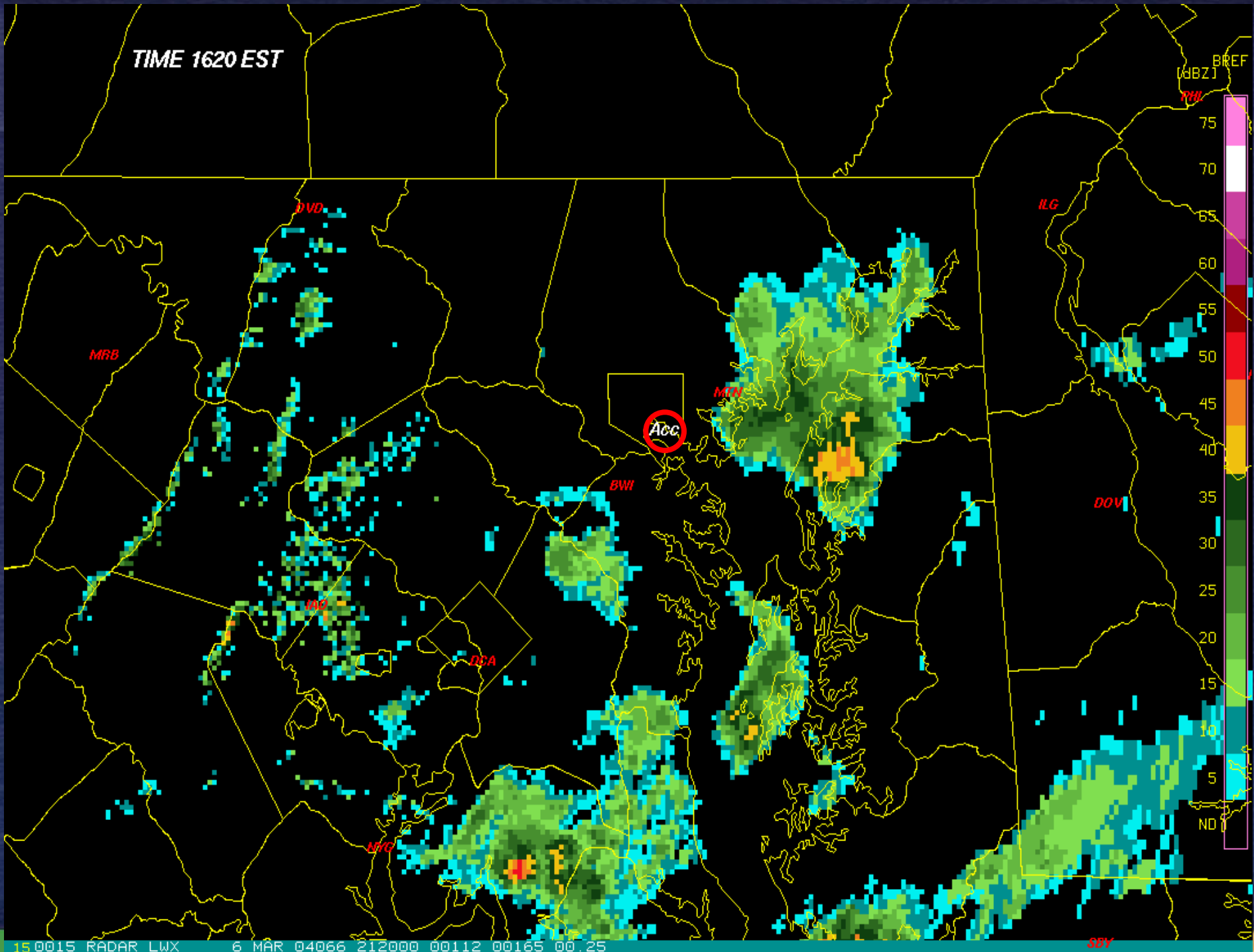
TIME 1610 EST



TIME 1615 EST



TIME 1620 EST



Weather Conditions

- Thunderstorms, rain showers, strong gusty winds
- Westerly winds gusting to 37 knots
 - Average sustained winds near 20 knots
- Maximum wind gusts near 41 knots at 1600 EST

NWS Products

- Small Craft Advisory in effect
- Special Marine Warning (SMW) was issued at 1605 EST

Issues Identified

- Thunderstorms and strong gusty wind conditions could have been identified as early as 1500 EST
- Terminal Doppler Weather Radar (TDWR) data and surface weather operation data not fully used or integrated

NWS Service Assessment

- Following the Lady D accident the NWS initiated a review of their performance
- The report contained 11 recommendations in response to identified issues
- No further recommendations needed
- 7 of 11 recommendations currently being implemented

Summary

- Thunderstorms with strong gusty winds and rain showers moved through the accident area
- A SMW should have been issued at least 20 minutes prior to the accident
- Recommendations in the NWS Service Assessment report were responsive to the issues identified by staff



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